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with bearings an intermediate transmission case connected to said auxiliary front transmission case for including intermediate portions of said main shaft and said counter shaft, a rear transmission case connected to said intermediate transmission case for including rear end portions of said main shaft and said counter shaft, and an auxiliary transmission room formed between said auxiliary front transmission case and said intermediate transmission case for containing an auxiliary transmission if required.--

#### R E M A R K S

Claims 1, 4 and 5 were rejected under 35 USC 102(b) as anticipated by Castelet (US 3,318,168) for the reasons stated in the Office Action. Claims 1, 4, and 5 have been cancelled without prejudice or disclaimer. In view of the cancellation of claims 1, 4 and 5 it is respectfully submitted that this rejection is satisfied and should be withdrawn.

New claims 7-13 are added by this response for consideration. Applicant presents the following discussion distinguishing the present invention as claimed in new claims 7-13 from the cited reference to Castelet.

The present claimed invention recites a manual transmission mounted on a vehicle having. An engine (5) is longitudinally mounted on the vehicle for outputting a driving power therefor from a crankshaft (8). A clutch (10) is directly and mechanically connected to the crankshaft (8) for engaging and disengaging the

driving power. A main shaft (11a) is directly and coaxially connected to the clutch (10) for receiving the driving power. A counter shaft (12) is provided under and in parallel with the main shaft. A gear train is provided on both the main shaft (11a) and the counter shaft (12) for changing an engine speed by meshing respective gears of the gear train. A front drive shaft (44) is coaxially connected to the counter shaft (12). A front differential (46) is provided under the counter shaft (12) for transmitting the driving power to front wheels and for absorbing a speed difference between left and right driving wheels.

The manual transmission includes a transmission case (4) for enclosing the main shaft (11a), the counter shaft (12), the gear train and the front drive shaft (44) and the front differential (46). An auxiliary front transmission case (4) is provided in a front portion of the transmission case for including an auxiliary transmission (14) as required.

The present claimed invention as claimed in new claims 7-13 recites the counter shaft (12) and the front drive shaft (44) are provided under and in parallel with the main shaft (11a). This is clearly shown in FIG. 7. Castelet, unlike the present claimed invention, neither discloses nor suggests the positioning of the counter shaft (12) and the drive shaft (44) under and in parallel with the main shaft (11a). Additionally, Castelet neither discloses nor suggests the auxiliary front transmission case (1) provided in a front portion of the transmission case (4) can have the auxiliary transmission (14) as an option, thus no sub-transmission is needed as shown in FIGURE 7.

The present claimed invention further recites that the counter shaft (12) is offset in a widthwise direction of the vehicle and the front drive shaft (44) is offset in another widthwise direction of the vehicle. Castelet neither disclose nor suggest that the counter shaft be offset in a widthwise direction of the vehicle, nor does Castelet disclose the front drive shaft offset in another widthwise direction of the vehicle as in the present claimed invention.

Castelet neither discloses nor suggests a structure in which an auxiliary transmission can be installed according to need as in the present claimed invention. Moreover, FIG. 3 of Castelet indicates that the lay shaft (16) is offset with respect to the primary shaft (12). However, unlike the present claimed invention, no such positional relationship is disclosed or suggested by Castelet for the connecting shaft (11).

Based on the above mention remarks it is respectfully submitted that new claims 7-13 are not anticipated by Castelet and are therefore in condition for allowance.


In the event there are further issues remaining the Examiner is respectfully requested to telephone attorney to reach agreement to expedite issuance of this application.

Since the present claims set forth the present invention patentably and distinctly, and are not taught by the cited art either taken alone or in combination, this amendment is believed

to place this case in condition for allowance and the Examiner is respectfully requested to reconsider the matter, enter this amendment, and to allow all of the claims in this case.

Respectfully submitted,

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CERTIFICATE OF MAILING UNDER 37 CFR SECTION 1.8(a)

I hereby certify that the accompanying Amendment is being deposited with the United States Postal Service as first class mail in an envelope address to: Commissioner of Patents & Trademarks, Washington, D.C. 20231, on October 23, 2002.

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